

ARTISTIC GLIMPSE OF JERSEY CITY, N. J.

The stranger, visiting Jersey City for the first time, is forcibly struck with the transition appearance of the place, and this fact is not less forcibly impressed upon the mind of one who sees it after the lapse of but a few years. The advent of the Erie Railroad; the location of the depot of the Cunard steamers, together with the rapidly increasing amount of travel over the great, and, we might say, the only line of southern transit, have urged on the march of improvement in such an unprecedented manner, that the transient visitor scarcely recognizes the place as he passes through its streets. Under these circumstances, it will not appear surprising that we have found it difficult to select material for illustration. There are as yet no striking public edifices to arrest the eye and ornament the city, although she promises much for the future; and the scenes of to-day are so rapidly giving way to the improvements of the morrow, that our sketches will only serve to show our readers of a year hence, not what Jersey City is, but what it *was*. They will serve a valuable purpose, however, as a reminiscence of the past, with a glimpse of the future. We well remember when an old wind-mill standing upon a narrow point of land which jutted out into the Hudson River from a background of low, wet, marshy ground, with a collection of a dozen or less squalid, ruinous frame buildings, represented all of Jersey City, and we have often regretted since that we

did not preserve a sketch of the scene, as a memento with which to compare its more modern appearance. The regret is vain, however, yet it will serve to show that the present sketches may, like good wine, improve by age. A glance at the history of the place, will convey a more vivid idea of its growth than any words of ours, and we hasten to give the best we have been able to obtain.—There is no doubt that the river once flowed completely around the three islands which now constitute the more elevated points of Jersey City and Hoboken. However that may be, at the time of the early settlement of the Dutch, two of these were connected with the main land by a narrow isthmus, and this peninsula, then called Paulus Hook (the Areseck Houck of the natives), was granted by letters patent to Abraham Isaacsen Plank, by Sir William Kieft, director-general of the Dutch West India Company, and his council of the Province of New Jersey, in 1638. In 1698, it was conveyed by Plank's heirs-at-law, to Ido Cornelisse Van Vorst, in whose family it remained until 1804, when Cornelius Van Vorst, one of his descendants, conveyed it to Anthony Dey. The amount of land sold by Mr. Vorst was the whole of the city east of a line drawn from Morgan Street, about the centre of the block between Washington and Warren Streets, to a point striking the Morris Canal at Van Vorst Street. The boundary was a ditch, but as this was rather indefinite and fre-

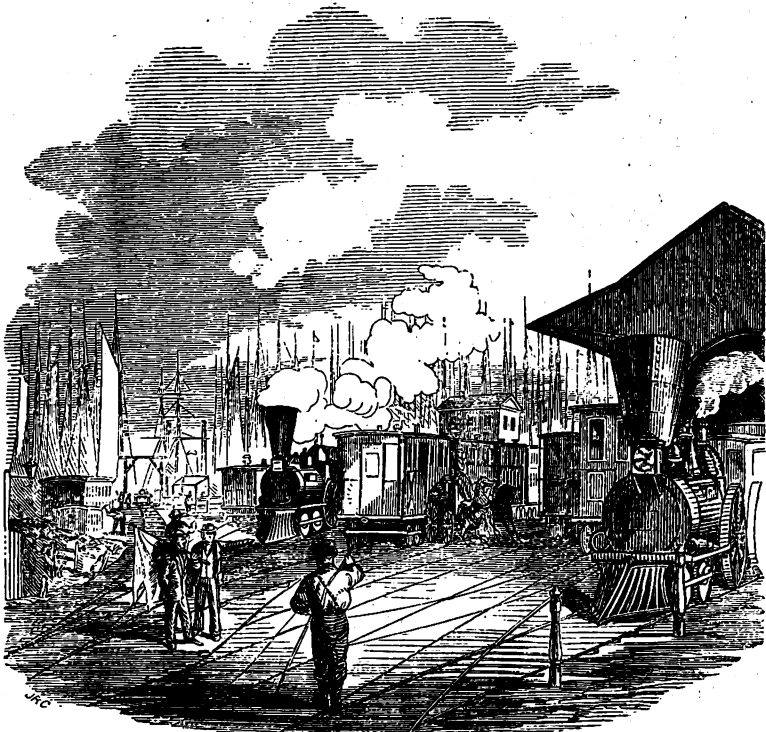


MONTGOMERY STREET, JERSEY CITY, LOOKING WEST.

quently involved disputes and misunderstanding, a surveyed line was established. The compensation was an annuity of \$6000, the purchaser having exclusive control of the land, ferry privileges, etc. After a few years, however, the legal heir of Van Vorst sold his whole right and title to the property for the sum of \$40,000, retaining the old homestead, and a large amount of real estate which was then in Harsimus, but which is now embraced within the city limits. The old manor-house, one of the oldest buildings in the State, is still standing, and is an interesting relic of past times. It stands upon the site of the residence of the first patroon. In the year 1804, the property changed hands several times, and on the 10th of November of that year, "The Associates of the Jersey Company," were incorporated by the legislature of the State, and the whole of Paulus Hook was laid out into blocks and squares, and sub divided into building lots. A map was made of the new city, and on all old deeds, the lines were located by "Mauguis Map." In 1838, an amended charter was obtained from the legislature, which incorporated all that part of the township of Bergen formerly called Paulus Hook, and all the inhabitants within its limits were declared a body corporate by the name of "The Mayor and Common Council of Jersey City." In 1839, a supplement was passed, extending the area of the city to embrace what was then called Harsimus, and in 1840, Hudson county was created, which embraces Jersey City. The new court-house was erected in the town (now city) of Hudson, about a mile from the ferry, and here are also situated the offices of county clerk, surrogate, etc., etc. In 1802, Major Hunt and family, John Murphy and wife, and Joseph Bryant, numbering thirteen persons all told, constituted the whole of the inhabitants of Paulus Hook. They occupied one house with its out-buildings, which was kept as a tavern for the accommodation of travellers crossing the ferry. In 1825, the number of taxable inhabitants was 118, of whom only 36 were freeholders. In 1829, there were 1025 inhabitants; in 1840, 4090, and in 1850, 11,437, while the census of 1855 showed that they had increased in five years nearly twofold, or numbering 21,000 souls. This rapid increase is unprecedented, except perhaps by the city of Brooklyn, and is owing entirely to the juxtaposition of the Empire City and the facility of access thereto. In fact the increase of the census of Jersey City has been in exact ratio with the increase and development of the ferry privileges. When Major Hunt kept the tavern in 1802, the means of crossing were confined to skiffs manned by rowers, with a pair of sculls each; the next advance was the employment of pirogues, or periaugas (a small craft, with two masts and a lee-board). These were followed by double steam ferry boats, built under the immediate superintendence of Fulton himself, and were called respectively the "York" and the "Jersey." These in time gave way to the "George Washington" and "Richard Varick," and they in turn to others, until at the present day we have a handsome fleet of first class boats, unexcelled for ferry purposes. The average time in crossing is four and a half minutes; the distance, a little over one mile. This ease of access to, and intimate connection with the city

of New York has had the natural tendency to draw to Jersey City a host of manufacturers, who avail themselves of the limited taxation and other facilities of the place, to make here what finds a market in the Empire City. More than one-third of the inhabitants do business across the water, and morning and evening, a continuous stream of passengers throng the boats and pour through her streets, and this living stream so rapidly augments that increased accommodations have been found necessary from time to time, until the ferry and railroad companies have united in the erection of an immense depot and ferry house. The incipient step to this undertaking was the taking a space equal to about ten acres from the river, which was done by docking and filling in with the mud and dirt dredged from the river. This alone cost \$140,000; the cost of the buildings is estimated at \$60,000 more; making a sum total of \$200,000. The main building or depot, is of brick, except about 180 feet, which is built over the water, and is of wood. The entire length of the building is 500 feet, by 103 feet wide; the height of the roof is 43 feet, exclusive of a cupola which runs the entire length and serves to admit light and ventilate the interior. The roof is formed of one entire arch, without any central support, and is made of corrugated galvanized iron, which forms a finish both outside and inside without painting. The front of the depot on Hudson Street, is 125 feet in width, two stories high, with handsome towers at the corners. The second story is devoted to the offices of the assistant superintendent, freight agent, conductor, and other officers and agents of the company. The cars run into the building on five different tracks, and the boat comes a sufficient distance under the water front to shelter the passengers in passing from one to the other. On each side of the depot are two slips, with handsome and commodious ferry houses for the accommodation of ferry passengers, and they are so connected with the depot, that in case the "car boat" should be in the slip, railroad passengers can take either boat without exposure to the weather. Altogether, the arrangement and plan of the building reflects great credit upon the architect, Mr. Job Male.

The view of Jersey City given on another page, was taken from on board one of the ferry boats, and gives a fair impression of the appearance of the place on approaching it from the New York side. One of the most prominent objects is the new depot and ferry houses above described. It will be seen that there are five slips, two on each side of the railroad slip, in the main building. The Cunard docks are seen to the right, together with two ocean steamers, while on the extreme right, the spire of the Presbyterian Church is a prominent landmark. This church is an object of considerable interest, it having originally stood in Wall Street, in the city of New York. When at the call of mammon the edifice was taken down to make room for more profitable buildings, the stones, timbers, etc., were marked and numbered, taken across the river, and erected on the present site, where it now stands, the perfect embodiment of its former self. Upon a tablet over the main door is the following inscription:—"Presbyterian Church, erected Anno Domini MDCCCXLIV." In another of



VIEW IN REAR OF RAILROAD DEPOT, JERSEY CITY.

the small illustrations we have given a view of Montgomery Street from the ferry. This is the principal thoroughfare. Commencing at this point, and running westward the entire length of the city, it continues on over the marshy grounds to Bergen Hill, crossing which (passing through the city of Hudson), it at length merges into the turnpike road to Newark, over the "Jersey Meadows."—Passing up this street and turning to the right at the first corner, you have before you the busy scene represented in the picture on this page; a scene which many hundreds of our readers will recognize as the rear of the N. J. Railroad Depot, and the terminus of the Erie Railroad. The constant arrival and departure of trains; the coming and going of innumerable express wagons; the transfer of freight and passengers, and the hurrying to and fro of the employes of the companies, make this point an attractive object to the most cursory observer, while the shrill whistle of the locomotive, and its hoarse cough as it starts upon its journey, or "backs and fills" in the making up of trains, mingled with the lowing of cattle and various noises emanating from the stock cars; the ringing of bells; the rattling of wheels; the shouts of the newsboys and noise of the busy hammers from the adjacent workshops, form a chaos of sounds which fill the ear with convincing proof of the activity of the scene. The New Jersey, the Erie, the Morris and Essex, and N. J. Central Railroads, all have their termini here, and nearly

one hundred trains arrive and leave within twenty-four hours. While the want of space prevents us from speaking of the Morris Canal, with its constantly moving freights of coal from the mines of Pennsylvania; the manufactories of all kinds, which contribute to the wealth and add to the importance of the city; the introduction of gas to light her streets, and other kindred improvements, we cannot pass her last and most important undertaking without a brief notice. We refer to the introduction of water and sewerage. In March, 1857, the Legislature passed an act "for the appointment of commissioners in relation to supplying Hoboken, Van Vorst and the city of Jersey with pure and wholesome water." The first commissioners were Edwin A. Stephens, Edward Coles, Dudley S. Gregory, Abraham Van Boskerck and John D. Ward, and they were empowered to appoint engineers, cause surveys to be made, etc. On the 22d of July of that year, they secured the services of William S. Whitwell, who was one of the chief engineers on the Boston Water-works, and he immediately commenced the work of examination, drawing plans, making estimates, etc., of various sources which had been spoken of. After the proper investigation, it was decided to bring the water from the Passaic, at Belleville, a distance of eight miles, and operations were at once commenced. The water is raised from the river into a reservoir, by means of a steam pump of great power, and after traversing the meadows in iron

pipes, is received into a large reservoir on Bergen heights, from which it is distributed through a multiplicity of mains to the several cities. A careful calculation has been made, and it is estimated that the reservoir is capable of supplying two millions of gallons every twenty-four hours. The introduction of water into manufactories, stores and dwellings, together with an efficient system of sewerage; the advantages of gas and many other valuable features of domestic economy, render Jersey City a desirable place of residence, while the facilities for manufacturing and ease of transit, make it attractive to the mere business man, and the course of the city must for many years to come be onward and upward.—Paulus Hook was fortified with a small stockaded block-house during the Revolution, which was attacked by Major Lee, with a small force, and a large part of its garrison made prisoners of war. It was at this point that Sergeant Champe, in his pretended desertion from the American army for the purpose of capturing Arnold, and thus saving the life of André, embarked on board of a barge and escaped to New York, though hotly pursued by a party of dragoons. Our series includes a view of the court-house and jail of Hudson county, New York.

MUSIC.

There is a magic in the very name of music; it brings with it a flood of delightful memories, echoes of grand symphonies, peals of mighty organs summoning thousands to pray, the clangor of brazen trumpets maddening marshalled hosts to the fury of battle; strains of unwritten melody, the purling of summer brooks, the carols of woodland birds, the plaintive wailing of winds among the forest foliage; for

"There's music in the forest leaves
When summer winds are there,
And in the laugh of forest girls
That braid their sunny hair."

But music, glorious as it is, may be a terror and a bore. A squeaking fife or a tuneless hand-organ grates most horribly on the tympanum. The piano-forte may be an instrument of divinest harmony, or a machine fit to rank among the tortures of the Spanish Inquisition, according as it is played with taste and skill or belabored with tuneless mechanism. And this leads us to inquire why an ear for music is no longer considered a requisite in a fashionable young lady? Why should fashion decree that a young lady, merely because she is a young lady, must be compelled to learn to play on the piano, whether she has the capacity to become a musician or no?

In no particular branch of education is absurdity so regularly carried out as it is in music; every young lady must learn to play; this is one of the absolute requirements of modern society; she may scarcely have ear enough to distinguish the tunes she learns from one another; her hands may be so clumsy and incapable of being trained, that after years of scale practice, one may always safely bet on the right hand as sure to distance its competitor by two or three notes in the race; these matters are only so many little difficulties, to be overcome by persevering application; and after a frightfully large proportion of the most precious part of life has been expended in the attempt to achieve an impossibility, what is the

result? After the most successful struggle of perseverance against incapacity, very considerable mechanical power and precision may be attained, so that at the sacrifice of fully one fourth of a girl's school time, she shall be able, after dinner, to execute with good effect some elaborate piece of music. The instances to which we allude are rare—very few and very far between; but we are speaking of what may possibly be acquired by dint of hard work. The price paid down for this is very heavy; that fourth part of the school-time was a period of the extremest drudgery; but that is not the only consideration—it was taken from something else. Youth is not so long in its duration that we can afford to throw away a quarter of the educational period; these girls have tastes that require cultivation, and talents or facilities that require development, and these must suffer and remain more or less dormant and neglected in proportion to that large amount of wasted time. "Nothing in the world is single," Shelley tells us, and this evil in particular entails and necessitates others. But we looked at the subject just now in the most favorable aspect that it can assume; in about ninety-five cases out of every hundred the same waste of time results in nothing, or else in something worse than nothing—in a style of playing that only disgusts those among the listeners who are gifted with any degree of musical appreciation. Surely the next generation will be wiser, and will learn to watch and study the tastes and capabilities of the young, so as to lend help where help will be of use; to develop what God has planted, instead of trying so vainly to do his especial and exclusive work—to create the germ of any gift or grace. Then we shall have a more pleasing and intelligent race, though they may number among them fewer "musical people."

THE ASH TREE.

In the Highlands of Scotland, at the birth of a child, it is said that the nurse takes a bunch of the ash tree, one end of which she puts into the fire, and while it is burning, receives into a spoon the sap which oozes from the other end; this she gives to the child to be mingled with its first food. It is supposed to impart wonderful virtue. In a certain part of Scotland, near Kenetry church, is a famous ash, the trunk of which is now twenty-one feet ten inches in circumference. When a funeral of one of the peasantry passes by this tree, the procession pauses, the body is laid down for a few minutes, while all offer a few words of prayer. Then each person casts a stone to increase the heap which has been accumulated over its roots. This is imagined to benefit both the dead and the living.—*Scottish Life.*

PRUDENTIAL CONSIDERATION.

A lady of a distinguished officer died in one of our colonies, just previous to which she expressed a wish to be buried in England, and was, accordingly, deposited in a cask of rum, for the purpose of transport home, but remained in the cellar after the officer's second marriage; the detention being occasioned by his expectation that the duty on spirit imported into England, in which the dear departed was preserved, would in a few years be either lowered or taken off altogether! Strange as this may seem, it is true.